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FM NPIC

TO RUUAZ/PACOM ELINT CENTER
INFO RUMFM/FICPACFAC

BT

C O N F I D E N T I A L

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CITE NPIC 8687.

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REF A PACOM ELINT CENTER FUCHU AS JAPAN DTG 300432Z SEPT 66

B NPIC 8575 DTG 241707Z SEPT 66

6 OCT 1966

C DIAAP-1P 4237 DTG 012041Z SEPT 66

D FICPACFAC 200711 DTG 260919Z SEPT 66

IN RESPONSE TO REFERENCE A NPIC RE-VALIDATES THE RADARS

REPORTED IN REFERENCES B AND C FROM MISSION BLUE SPRINGS 5527 O

18 SEPTEMBER 1966 AS A BIG BAR AND A SIDE NET VICE A BAR LOCK AND

A STONE CAKE AS REPORTED IN REFERENCE D. NPIC EVALUATION IS BASED

ON THE FOLLOWING EVIDENCE DERIVED FROM GOOD QUALITY PHOTOGRAPHY

A. THE AIR WARNING RADAR OBSERVED HAS ITS REAR SAIL TILTED AT A 45 DEGREE ANGLE TO THE HORIZONTAL. THE EDGES OF THE REAR SAIL ARE BEVELED AND THE HALF OF THE REAR SAIL THAT CAN BE FULLY OBSERVED IS SEEN TO HAVE 5 VERTICAL SUPPORT MEMBERS. A BAR LOCK HAS ITS REAR SAIL HORIZONTAL TO THE GROUND, NOT AT A 45 DEGREE ANGLE. THE BEVELED EDGES ON THE REAR SAIL ELIMINATE THE POSSIBILITY OF A TOKEN/SLANT MESH WHICH HAS SQUARE CORNERS ON ITS REAR SAIL. THE 5

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VERTICAL SUPPORT MEMBERS OBSERVED IN ONE HALF OF THE REAR SAIL
ELIMINATE THE BIG MESH WHICH HAS ONLY 3 VERTICAL SUPPORT MEMBERS
IN ONE HALF OF ITS REAR SAIL. THIS PROCESS OF ELIMINATION LEAVES
ONLY THE BIG BAR RADAR, WHICH MEETS ALL THE CHARACTERISTICS IDENTI-
FIED. IN ADDITION TO THIS EVIDENCE, THE SIZE RATIO OF THE FRONT
SAIL TO THE LENGTH OF VAN APPROXIMATES A 2 1/2 TO ONE RATIO TO
WHICH ONLY THE LARGE SAIL OF THE BIG BAR EQUATES.

B. THE HEIGHT FINDING RADAR OBSERVED HAS ITS SAIL ON THE SIDE
OF THE VAN. A STONE CAKE HAS ITS SAIL MOUNTED ON THE END OF A VAN.
THE ONLY KNOWN SOVIET HEIGHT FINDING RADAR WITH SAIL MOUNTED ON THE
SIDE OF THE VAN IS THE SIDE NET.

GP-1

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-END OF MESSAGE-

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